

Alexandria Gazette.

SATURDAY EVENING, JAN. 23, 1897.

A MILE A WEEK.

Exploit of a Locomotive in the Mountains of North Carolina.

It is not at all probable that we have as yet attained the maximum in speed possible for locomotives. Efforts to "break the record" are many. But there is a proposition at the other end of that idea. A maximum implies also a minimum. No effort is made to "break the record" for that. There probably is no record, but there is a minimum. Few who do much traveling have failed of the experience of "a mile a minute." A somewhat interesting trip was once made by a locomotive at a pace of a mile a week. It was a short run, only a little over three miles, but it took three weeks to make it.

There are few more remarkable evidences of engineering skill, in this or any other country, than the climb of the Western Carolina railroad over the Blue Ridge mountains. The first trail through those mountains to cross Swannanoa gap was made by the deer and other forest animals. The Indians followed the path which the animals marked out. The Indian trail became the wagon way of the white pioneer, and, with advancing civilization and settlement, the state turnpike. Twenty years ago the railroad was pushed along the same general route. But men and horses, wagons and oxen can go where a locomotive cannot. To climb the ridge an easier grade was imperative.

From a little station called Henrys, for a considerable time the terminus of the road, but now abandoned, to the top of the gap is a distance of three miles in an air line. By rail it is nine miles. From the Round Knob hotel, two miles beyond the site of Henrys, to a point just above Mud cut is a short three-quarters of a mile by a mountain trail. By rail it is five miles. The difference in elevation between Henrys and the top of the gap is 1,700 feet, or rather more than 500 feet to the mile. The old turnpike road between the two points follows a fairly direct line, with an average rise of about one foot in five. The ascent at that grade, though possible for man and beast, is impossible for a locomotive without gearing.

When the line was pushed through the mountains, 20 years ago, the construction work was carried on at both ends, from Old Fort westward upon the eastern side and between the gap and Asheville upon the western side. As the work progressed, an engine upon the western side became a necessity, and the line upon the eastern side had only reached Henrys. To suspend the work meant long delay. An engine must go out, and the problem arose, how to get it there over the mountain. One of the lightest engines on the line was sent in as far as Henrys. From there to the rails on the other side of the gap it was 3 1/2 miles, and all the way up hill 500 feet to the mile. The track to the top was but roughly graded. There were bridges and culverts to build. It was decided to use the turnpike road. By means of short sections of track, the sections being taken up after the engine had passed them and carried forward to be replaced for further progress, it was regarded as possible to effect the ascent.

As it was manifestly impossible for any friction wheel engine to carry itself up so sharp a grade, it would have to be dragged up by other means. A long line of oxen was tried, but the plan failed through inability to obtain a uniform pull from the team. There was plenty of power, but it could not be made to harmonize. Finally the large crew of convicts by whom the road was being built was set at work. Ropes were run forward, upon which some 200 men in striped clothes were set to pulling. Others worked at the wheels with pinch bars, while others stood ready with blocks of wood to serve as wedges behind the wheels, to hold every inch of ground that was gained. Almost inch by inch, "with a long pull and a strong pull and a pull together," this 40 tons of dead engine was dragged up the mountain at the rate of a mile a week.

Trains have been snowed in, broken down and delayed, so that progress was slow, but it is doubtful if a complete engine was ever kept in motion day after day for three weeks at a slower rate of movement than one-sixth of a mile per day.—New York Post.

TOUR TO CALIFORNIA.

At 8:15 a. m. Wednesday, January 27th a special train of Pullman composite, dining, sleeping, compartment and observation cars will leave the Jersey City depot of the Pennsylvania railroad, bound for San Diego, California. This train will be in charge of an experienced tourist, assisted by an accomplished chaperon, and will stop at St. Louis, Kansas City, Las Vegas, Hot Springs, and Santa Fe, visiting their principal points of interest. Five weeks will be allowed in California. Returning, tourists will stop at Salt Lake City, and two days will be spent in the Manitou region. Tickets, including railroad transportation, Pullman accommodations (one double berth), meals en route, carriage drives, and hotel accommodations going and returning, and transportation to and from all stations on the Pennsylvania railroad system east of Pittsburgh, \$1.25 to \$2.50, at all stations.

\$1.25—Washington to Baltimore and return—\$1.25.

Tickets will be sold via the Pennsylvania Railroad Saturday and Sunday, January 16th and 17th, and will be valid for return passage until Monday, January 18th. Good on any train.

FINEST TEAS AND COFFEES for sale by J. C. MILBURN.

DRUGGISTS.

ESTABLISHED 1792.

E. S. LEADBEATER, C. G. LEADBEATER.

E. S. LEADBEATER, JR., J. LEADBEATER.

E. S. LEADBEATER & SONS,

WHOLESALE AND RETAIL DRUGGISTS.

105 and 107 South Fairfax street.

Dealers in Drugs, Chemicals, Patent Medicines, Paints, Oils, Dye Stuffs, Spices, Fragrances, Fancy Goods and Specialties.

Wholesale agents in Northern Virginia for J. C. Ayer's Medicines and John Lucas & Co.'s Tincture of Sassafras and other medicinal preparations.

We have made large additions to our stock and are buying leading Proprietary Articles, Chemicals, &c., direct from the manufacturers. We are therefore enabled to supply the trade with all goods usually carried by a well-appointed WHOLESALE DRUG HOUSE at prices as low as those given by the best houses in larger cities. All goods forwarded by first freight or express after receipt of order.

Promptness is our specialty. We guarantee the purity of all drugs furnished. Correspondence invited.

WARFIELD & HALL,

DEUGGISTS.

COBBER PRINCE AND FAIRFAX STS.

Prescriptions a specialty.

English, French, German and Domestic Toilet Soaps; Genuine Furina Colgate; Macmillan, Hedyson's, Glycerin and Florida Water; Genuine Lubin's Extracts; Sponges Hair Brushes and Combs; best English Toiletries; a full assortment of Patent Medicines; Cere's Gelatine, Corn Starch, Sea Moss, Farine, Spices of all kinds, and a select stock of all articles sold by druggists at prices as low as the same quality can be obtained elsewhere.

W. F. CREIGHTON & CO.

Wholesale and Retail Dealers in

DRUGS, CHEMICALS, PAINTS, PATENT

MEDICINES, OILS, DYE STUFFS.

GARDEN SEEDS, &c.

Corner King and Royal streets.

Alexandria, Virginia.

Pharmaceuticals carefully compounded.

Orders will receive prompt attention.

FINANCIAL.

BURKE & HERBERT

BANKERS,

AND DEALERS IN

INVESTMENT SECURITIES.

A General Banking Business Transacted.

Deposits received subject to check at sight.

Collections made.

Letters of Credit and Foreign Exchange furnished.

First National Bank,

ALEXANDRIA, VA.

Corner Lee and Prince streets.

JOS. BRODERS, President.

CHAS. R. HOOFF, Cashier.

Prompt attention given to all business, including collections throughout the United States and Europe.

BENONI WHEAT, President.

W. E. LAMBERT, Cashier.

Citizens' Nat'l. Bank.

CAPITAL \$100,000.

SURPLUS \$20,000.

Collections made and promptly remitted.

All kinds of investment securities a specialty.

Directors—B. Wheat, E. L. Dinkersfeld, F. L. Smith, W. R. Smoot, W. H. Lambert.

MACHINERY.

J. & H. AITCHESON.

Practical Machinists and Engineers.

And Builders of

MARINE AND STATIONARY ENGINES.

Blacksmithing and Steam Fitting. Engineers and Machinists' Supplies, and all sorts of mill work and that connected with brick-work promptly executed. Repairing promptly done.

J. & H. AITCHESON, my10 116 King st., Alexandria, Va.

W. M. S. MOORE.

Machinist, Iron and Brass Founder,

SHIPSMITH AND BLACKSMITH.

(OLD DOMINION WORKS)

SOUTH UNION STREET, ALEXANDRIA.

Will furnish and repair all kinds of Machinery, Iron and Brass Castings, Wrought and Cast Iron Fences, Mill Work, Ship and Blacksmithing, Edge Tools, Mill Picks, Facing Hammer, and all kinds of Mill Work made and repaired at the shortest notice and at reasonable prices.

The highest market price paid for Old Wrought and Cast Iron, Brass and Copper.

JUST RECEIVED A complete line of Prof. J. J. George's SCIENTIFIC PREPARATIONS FOR THE FEET, including his Patent Instep Cushions for high and low shoes, Corn and Bunion Shields, etc. For sale by E. S. LEADBEATER & SONS.

Ask for a Pamphlet on Podiatry.

STAFFORD MINERAL SPRING WATER.

Cure for Kidney Diseases, Indigestion, Dyspepsia, Constipation, Loss of Appetite, Nervous Prostration, Rheumatism, Liver Diseases, and Jaundice.

WARFIELD & HALL, Sole Agents for Alexandria.

SPARKLING BALLARDALE LITHIA.

Because of its purity and curative properties it is superior to all others as a table water. Price \$2 per dozen.

E. S. LEADBEATER & SONS.

NO MORE ROUND SHOULDERS.—Wear the improved "Knickerbocker Shoulder Braces." Prices 75c, \$1 and \$1.25. For sale by E. S. LEADBEATER & SONS.

HANDSOME ASSORTMENT EMBROIDERED HANDKERCHIEFS, 5c, 10c, 12 1/2c, 20c to 25c, at

A. C. SLAYMAKERS.

THE PROPHYLACTIC TOOTH BRUSH.

The most perfect cleaner made. Price 35 cents. For sale by

E. S. LEADBEATER & SONS.

NEW GOODS—Astor's Mince Meat, Self Raising Biscuits, Pancake Flour and Maple Syrup just received by

J. C. MILBURN.

REDUCTION IN FRUIT JARS.—Mason's

Fruit Jars 50c per dozen; Quarts 60c, and Half Gallons 50c, at

J. C. MILBURN'S.

A FULL supply of Choice Layer and Loose Raisins, Citron, Cleaned Currants, Seeded and Seedless Raisins just received by

J. C. MILBURN.

PENNSYLVANIA RAILROAD.

In effect January 18th, 1896.

TRAIN LEAVE ALEXANDRIA.

For Washington 7:23, 8:00 and 10:28 A. M.

3:23, 7:20 and 10:52 P. M. week days

Sundays 7:23 and 10:28 A. M., 7:20 and 10:52 P. M.

For Richmond and the South—Atlantic Coast Line Express—4:48 A. M., and 4:02 P. M. daily. For Richmond only 11:13 A. M. week days. Atlantic Express via Richmond and Southern Air Line 8:35 P. M. daily. Accommodation for Quantico 8:07 A. M. daily, and 4:45 P. M. week days.

TRAIN LEAVE WASHINGTON.

STATION CORNER SIXTH AND B STREETS.

For Alexandria 4:30, 7:45 and 10:57 A. M., 3:40, 4:25 and 8:43 P. M. Sunday 4:30 and 7:45 A. M., 3:40, 4:25 and 8:10 P. M.

7:50 A. M. Week Days. PITTSBURGH EXPRESS—Parlor and Dining Cars, Harrisburg to Pittsburgh.

10:50 A. M. PENNSYLVANIA LIMITED—Pullman Sleeping, Dining, Smoking and Observation Cars Harrisburg to Chicago, Cincinnati, Indianapolis, St. Louis, Cleveland and Toledo. Buffet Pullman Car to Harrisburg.

10:50 A. M. FAST LINE—Pullman Buffet Parlor Car to Harrisburg. Buffet Pullman Car Harrisburg to Baltimore.

3:40 P. M. CHICAGO AND ST. LOUIS EXPRESS—Pullman Buffet Parlor Car to Harrisburg. Sleeping and Dining Cars Harrisburg to St. Louis, Cincinnati, Louisville and Chicago.

7:10 P. M. WESTERN EXPRESS—Pullman Sleeping Cars to Chicago, and Harrisburg to Cleveland. Dining Car to Chicago.

7:10 P. M. SOUTHWESTERN EXPRESS—Pullman Sleeping Cars Washington to Pittsburgh and Harrisburg to St. Louis and Cincinnati. Dining Car to Chicago.

10:40 P. M. FAST LINE EXPRESS—Pullman Sleeping Car to Pittsburgh.

7:50 A. M. for Kane, Canandaigua, Rochester and Niagara Falls daily, except Sunday.

10:50 A. M. for Elmira and Rochester, daily, except Sunday.

3:40 P. M. for Elmira and Rochester, week days and Williamsport Sundays 3:40 P. M.

7:10 P. M. for Williamsport, Rochester, Buffalo and Niagara Falls daily, except Saturday, with Sleeping Car Washington to Suspension Bridge via.

10:40 P. M. for Elmira, Canandaigua, Rochester, Buffalo and Niagara Falls daily. Sleeping Car Washington to Elmira.

FOR PHILADELPHIA, NEW YORK AND THE EAST.

4:00 P. M. "CONGRESSIONAL LIMITED," daily, all Parlor Cars, with Dining Car from Baltimore.

Regular at 7:00 (Dining Car), 8:00, 9:00, 10:00 (Dining Car), and 11:00 (Dining Car) from Washington A. M., 12:45, 3:15, 4:20, 6:50, 10:00, and 11:35 P. M.

On Sunday 7:00 (Dining Car), 8:00, 9:00, and 10:00 (Dining Car) from Washington A. M., 12:15, 3:15, 4:20, 6:50, 10:00 and 11:35 P. M. For Philadelphia only, Fast Express 7:50 A. M. week days. Express 12:15 P. M. week days, 2:01 and 5:40 P. M. daily.

For Boston, without change, 7:50 A. M. week days, and 3:15 P. M. daily.

For Atlantic City (via Delaware river bridge, all rail route) 3:15 P. M. daily.

For Baltimore 6:25, 7:00, 7:50, 8:00, 9:00, 10:00, 10:50, 11:00, 11:30, 12:00, 12:15, 12:45, 2:01, 3:15, 3:40, 4:00 (limited), 4:20, 4:36, 5:40, 6:15, 6:50, 7:10, 10:00, 10:40, 11:15 and 11:35 P. M.

On Sunday 7:00, 8:00, 9:00, 9:05, 10:50 and 11:00 A. M., and 12:15, 1:15, 2:01, 3:15, 3:40, 4:00 (limited), 4:20, 4:36, 5:40, 6:15, 7:10, 10:00, 10:40 and 11:35 P. M.

For Pope's Creek Line 7:50 A. M. and 4:30 P. M. daily except Sunday.

For Annapolis 7:00, and 9:00 A. M., 12:15 and 4:20 P. M. daily except Sunday.

Sunday 9:00 A. M. and 4:20 P. M.

ATLANTIC COAST LINE—Florida Special for Jacksonville and St. Augustine, 10:45 P. M. week days. Express for Florida and points on Atlantic Coast Line, 4:30 A. M. and 3:40 P. M. daily; Richmond only 1:57 A. M. week days; Atlantic Special via Richmond and Seaboard Air Line, 8:40 P. M. daily. Accommodation for Quantico, 7:45 A. M. daily, and 4:25 P. M. week days.

Ticket office, corner 15th and G Streets and at the station, Sixth and B Streets, where orders can be left for the checking of baggage to destination from hotels and residences.

S. M. PREVOST, J. R. WOOD, General Manager. General Passenger Agent.

WASHINGTON, ALEXANDRIA AND MOUNT VERNON RAILROAD.

FOR WASHINGTON.

Leave Alexandria, corner King and Royal streets, also stops at King and Washington, King and Payne streets, and King and Spring Park, week days, at 5:55, 6:25, 6:55, 7:25 (express), 7:40, 8:00, 8:10, 8:20 (express), 9:00, 9:30, 10:00, 11:00 and 11:40 A. M., and 12:25, 1:06 (express), 1:15, 2:00, 2:40, 3:06 (express), 4:00, 4:25, 4:45 (express), 4:48, 5:15 (express), 5:40, 6:15, 7:00, 7:15 (express), 8:00, 9:00, 10:00 and 11:15 P. M. Sundays—8:00, 9:00, 10:00 and 11:00 A. M., and 12:05, 1:25, 1:06, 2:00, 3:06, 4:25, 5:15, 6:15, 7:20, 8:00, 9:00, 10:00 and 11:00 P. M.

FOR ALEXANDRIA.

Leave Washington, from the corner of Pennsylvania avenue and 13 1/2 street, week days, 6:40, 7:05, 7:35 (express), 8:00, 8:30 (express), 9:00, 9:30, 10:00, 10:15 (express), 11:00 and 11:45 A. M., and 12:05 (express), 12:30, 1:15, 1:45, 2:05 (express), 2:40, 3:40, 4:00 (express), 4:15, 4:45 (express), 5:00, 5:20 (express), 5:40, 6:05 (express), 6:20, 7:00, 8:00, 9:00, 10:00, 11:20 and 11:59 P. M. Sundays—8:00, 9:00, 10:00 and 11:00 A. M., and 12:05 and 12:05, 1:25, 2:05, 3:00, 4:15, 5:00, 6:05, 7:00, 8:00, 9:00, 10:00 and 11:20 P. M.

Leave Alexandria for Mount Vernon and way stations, daily except Sunday, at 7:11, 10:30 A. M., and 12:30, 4:25, 6:20 and 4:45 P. M.

Leave Alexandria for Mount Vernon Sundays only at 7:11 and 11:55 A. M. and 4:45 P. M. Leave Mount Vernon daily at 7:45 A. M. and 12:42, 2:42, 4:20 and 5:35 P. M. Sunday only at 7:45 A. M. and 12:25 and 5:35 P. M.

Hourly trains from Arlington Junction to Arlington and Rosslyn.

Baggage carried and checked at King and Royal streets, Alexandria, and 13 1/2 and Pennsylvania Avenue, Washington, free. Bicycles, 25 cents each.

Commutation tickets are sold at the offices of the Mt. Vernon Railroad at the following rates:

Rare, Alexandria to Washington, 15 cents; round-trip, 25 cents. Commutation rates: Quarterly tickets, \$12.50; monthly tickets, \$8.00; semi-monthly tickets, \$3.10; family trip tickets, \$6.25; package tickets, 90 cents.

G. E. ARBET, GEO. B. PHILLIPS, General Manager. General Passenger Agent.

LAURENCE STABLEK,

NO. 701 KING STREET.

INSURANCE AGENT,

representing the following first-class fire insurance companies:

LIVERPOOL, LONDON AND GLOBE, HARTFORD.

PHENIX, of London.

WESTCHESTER, of New York.

HANOVER.

PHENIX, of Brooklyn.

And others of same grade.

Soliciting the patronage of the public, I promise the most careful attention to any business entrusted to me.

6616

THE GEO. R. HILL CO.,

AT THEIR NEW QUARTERS,

Leo Street, between Cameron and Queen

Alexandria, Va.,

Are prepared to fill ORDERS, and fully appreciate the favors of the

BLACK AGRICULTURAL PEAS, new

crop, in store and for sale by

HERBERT BRYANT,

117 King street.

FINE IMPORTED BAY RUM, in 1 pin-

and in half-pint bottles, or in any quantity at

W. S. LEADBEATER & SONS,

105 and 107 South Fairfax street.

RAILROADS.

SOUTHERN RAILWAY

Schedule Effective Jan. 18, 1897, subject to change without notice to the public

THROUGH SCHEDULE.

No. 31, Daily, except Sunday.

No. 37, Daily.

No. 35, Daily.

No. 36, Daily.

No. 38, Daily.

No. 32, Daily, except Monday.

No. 33, Daily, except Monday.

No. 34, Daily, except Monday.

No. 35, Daily, except Monday.

No. 36, Daily, except Monday.

No. 37, Daily, except Monday.

No. 38, Daily, except Monday.

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No. 59, Daily, except Monday.

No. 60, Daily, except Monday.